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## NYODA LOST SEINE BOAT IN RECENT BLOW

The mackerel seiner Nyoda, Capt. Howard Tobey, lost her seine boat, and is heading toward home from Cape May, according to a letter received the other day by Mrs. Howard Tobey of this city. Capt. Tobey was with the mackerel fleet somewhere between Cape May and Phoenix, Va., last week, when heavy gales lashed the sea, and for five days stopped all fishing. It was during this rough weather that the seine boat of the Nyoda was caught by the sea and lost.

The absence of reports of mackerel arrivals today indicate that the weather is still disagreeable down south.

The sympathy of the fleet is extended to Capt. Tobey on this loss for conditions are unsatisfactory enough in selling the fares, without having this additional trouble incurred by a vessel.

### MORE SWORDFISH

#### DUE FROM JAPAN

A steamer is due in Boston this week with a small consignment of swordfish from Japan. Total receipts of these fish at Boston this year have amounted to 442,027 pounds comprising 1862 fish. Local swordfishermen are bound to feel the effects of these receipts when they began to operate the latter part of June.

### Lots Lobsters.

More live libsters poured into the Boston market yesterday than on any day this season, thus far, with arrival of three smacks from provincial ports with shipments totaling 684 crates. The Nova II. from Isaacs Harbor landed 165 crates the O. K. Service III. from Port Dufferin had 299 crates, and the Ile. Madame from Liscomb brought 220 crates. The O. K. Service also had 11 barrels of lobster meat. All three boats unloaded at pier 4, South Boston.

### Portland News.

Nine vessels and several gill netters landed fish fares at Portland dealers' plants Monday, the Benjamin Thompson, Capt. Tom Holbrook, taking out one of the heaviest fares brought to this port this season, 25,000 pounds. The other vessels and their fares were the Elva, 10,000 pounds; the Pofisco, 8000 pounds; the Nancy and the Onward, 6000 pounds each; the Alice M. Doughty I. and the Elizabeth P., 5000 pounds each; the Richard J., 2500 pounds and the Anna C., 1500 pounds.

The Aberrance, with 17,000 pounds, and the Alice M. Doughty II., with 25,000 pounds went into Boston but the piers were so crowded they were unable to land their fares.

The owners of the vessel said they would land the groundfish there today.

burne, where another portion will be discharged, before proceeding to Liverpool, to discharge the balance.

### Landed Octopus.

A baby octopus, or devilfish, three inches in length, reposing in a dish of water, was an attraction for many at the Boston Fish Pier, yesterday, to board sch. Ellen T. Marshall. The creature was caught several days ago on Brown's bank. Capt. Albert Hines said, attracted by the bait on the line trawl. It will probably be turned over to the U. S. Fisheries experts, as it is rather unusual to find this species so far north.

## SQUIBS FROM THE WATER FRONT

### HEAVY FOG BANK HUNG ACROSS HARBOR THIS MORNING.

Wow! Wasn't that soup thick along the waterfront this morning! The ghastly pall was an impassable barrier to vision, and standing on the Atlantic Supply wharf, you could just make out the spars on the vessels over at the Fort, while toward the eastward, Davis' wharf alone was visible. And out of the dense screen emerged pale white gulls, with grey-backed wings, scurrying around for their breakfast.

Skipper Allan Worrall brought the gill netter Lucretia into port yesterday with 6000 pounds of nice had-dock, making his batting average for the day, the best of the fleet of 13. The Lucretia is one of the quartet in Capt. "Mike" Shoares fleet. Capt. Shoares also has the Elizabeth and James, and the two Bruces.

Capt. Carl Olson tells Squibs that his stock was \$3650, and the crew of 27 men shared \$68 each, in the recent halibut trip of the schooner Oretha F. Spinney which caught its halibut on LaHave Bank and sold them in Boston. Capt. Carl plans to leave today for Georges on another halibut trip. He was gone 16 days on the last voyage.

Capt. Michael White sailed last night in sch. Edith C. Rose, dory trawling. Best of luck to him.

The ocean-going tug Susan Moran paid a very brief call here yesterday noon when she dropped the Lehigh Valley coal barge 706 near the Pancake Ground with 1550 tons of egg, stove and nut coal consigned to the Gloucester Coal and Lumber Company, brought here from Perth Amboy, New Jersey. The tug's home port is New York.

Capt. Loren A. Jacobs in his tug Eveleth, met the latter's big brother at the entrance to the harbor, and brought the barge into the coal company dock at the foot of Duncan street.

Sch. Ethel B. Penny is in port, docking near the Burnham's railway. Capt. Edward Armstrong is the skipper.

Sch. Dacia, Capt. Peter Strescino, arrived from Boston yesterday. Capt. Peter is shore fishing in the trawler.

Squibs noticed that sch. Arthur D. Story was down from Boston and docked at the Atlantic Supply Company wharf yesterday. Capt. Jack Grant was going to take the vessel, ~~Seven~~ **Lobster Canneries.**

The lobster season along the Tracadie, N. S., coast opens May 1st and seven canneries are to be operated in that county. The Fishermen's Co-operative Factory operated by James Corbett, Havre Boucher, received a carload of supplies, and the fishermen in all parts are making preparations for the opening of the season. Roy Savage will operate the lobster factory at Barrios Beach. The Nova Scotia Shipping Company at Halifax is to attend to the shipping arrangements of the market lobsters. This company proposes to run a smack from Havre Boucher to connect with the Boston boat also calling at Ballyntyne's Cove, Cribbins Head, Bayfield and Barrios Beach.

### Portland News.

Arriving at Portland from Friendship late Tuesday afternoon the little motor packet Myra J. Wooster tied up at the end of Widgery wharf and this morning will go to the Burnham and Morrill plant to discharge her cargo of canned clams.

H. L. Simmons, wharfinger at Widgery wharf, reported Tuesday that the coasting schooner Lillian, Capt. Milford Peabody, had completed loading package freight and will sail this morning for Jonesport. The Lillian will call at Rockland for more cargo on her way up the coast.

The Portland Fish company received a telegram Tuesday from its treasurer, Arthur A. Black, representing Portland in the delegation of fishing skippers at Washington pleading for aid for the fishing industry, giving an account of Monday's activities. Mr. Black said he probably would leave for Portland Tuesday noon.

Letters were received Tuesday by the Portland Fish company from Representatives Edward C. Moran, Jr., and John G. Utterback, pledging their support to the fishermen.

The Coast Guard cutter Ossipee was painted from the waterline up Tuesday in preparation for her next cruise on patrol duty, which will be the first under her new commander, Commander Paul K. Perry. Officers expect orders for the vessel the last of this week.

### French Trawler Sails.

French trawler Islande, which arrived in Halifax Friday evening for bunkers sailed for the banks Saturday night.

### Portland Arrivals.

Four vessels and several gill-netters landed fish fares at Portland dealers' wharves Tuesday. The schooner Fannie Belle took out 1,000 pounds of halibut, and 5,000 pounds of groundfish, the Pofisco 7,000 pounds and the Onward and the Elizabeth B., 5,000 pounds each. The Richard J. Nunan, largest vessel of the fleet, was tied up at Central wharf for repairs to her engine.

### N. F. Codfish.

Reports from Oporto state that the quality of Newfoundland fish does not compare favorably with the graded product from Iceland. Buyers in Oporto state that the grading system as adopted by Iceland, has proved to be dependable, and the market has confidence in the product. It is necessary for Newfoundland to adopt similar regulations if the market is to be a profitable one in the future. The market at present is dull and stocks are accumulating to some extent. Sales have fallen off and Icelandic cure is competing successfully against other cures. There is nothing of importance to report concerning other markets. The Spanish markets are almost depleted of stocks and the West India market is depressed, because of the poor quality of stocks on hand. Northern Brazil alone is active and a large cargo of fish has just gone forward. The Lunenburg fleet according to Canadian reports has sailed to the Banks on its early Spring trip. Last year Lunenburg's production exceeded that of the previous year, even though the fleet was not nearly as large. On the Gaspe coast operations have been unsatisfactory during the past three seasons.—St. John's Herald and Trade Review.

### Lemberg in From Banks.

Trawler Lemberg arrived at Halifax over the week-end from the banks and docked at the National Fish Company's wharf to discharge.



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# TWO BOSTON TRAWLERS GROUND ON BACK SHORE

## Good Work by Coast Guard Save Italian Craft from Destruction---Both Lost Course in Fog

Driven off their course to the fishing grounds by the thick fog which blanketed the coastline last night, two Boston Italian trawlers went ashore on the jagged rocks between the Eastern Point lighthouse and the Leonard estate on the "Back Shore" about midnight last night. Coastguardsmen from Base Seven and Dolliver's Neck succeeded in getting both off by 10.30 o'clock this morning after struggling all night against a heavy sea and overcoming the difficulty of separating the craft from their tightly wedged-in position.

The Coast Guardsmen are deserving of great credit for the job they did, laboring against great odds in saving the property. The boats were towed into the inner harbor, and one of them tied up alongside the wharf property adjacent to the base headquarters, while the other was taken to the Fort. Both were leaking considerably as a result of the terrible battering they received for over 10 hours.

### Carried Five Men Each

The boats which measure a little over 40 feet each, are the Maria Guiseppe, Capt. Leonardo Figaro, of Boston, having a crew of five men; and the Anna Madre, Capt. Peter Romano, of Boston, with a crew of six men. According to the skippers, they set out last evening on a trawling trip, and thought they were headed to the grounds when the fog shut in on them, and before they knew it, they were both high and dry on the rocks, a short way from the lighthouse. It was no pleasant experience and it looked very much as if they would lose their sturdy, colorful boats.

One of the crew scrambled over the slippery boulders in the darkness, and

made his way to the lighthouse, where he found the keeper, Gilbert Hay on duty. The latter had not seen the plight of the craft because of the fog, which was so thick. Mr. Hay lost no time in telephoning the coast-guard station at base seven, and also the Dolliver's Neck life saving station.

### Coast Guard Soon on Scene

Boats from both stations made all haste to the scene, and went right to work. It was a long, slow task, trying to pry those trawlers off the rocks, with a heavy sea kicking up, and banging away at the planking, and smashing holes in them. From Base Seven came three 75-footers, CG-158, Chief Boatswain's Mate Harold Phinney in command; CG-159, Chief Boatswain's Mate George Norris, commanding; and CG-172, Chief Boatswain's Mate George commanding. From the Dolliver's Neck station came the surf boat in command of Motor Machinist's Mate Fred Martin.

Lines were thrown to the trawlers, and as far as possible, the craft were

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### West Coast "Mary" Sold.

The halibut schooner Mary, a veteran of the Pacific fishery, has been purchased by Capt. Ingvald Wick from F. Kruse. The vessel has been lying at Ketchikan for some time and was towed south by Mr. Kruse's "Dorothea" upon her return in March from a trading voyage to Westward.

The "Mary" has not been engaged in the halibut fishery for some little time, but, Capt. Wick will put her to work on the banks out of Seattle.

### Chris Serwold Dies.

The Seattle halibut fleet recently lost one of its most active and prominent masters in the death of Capt. Chris Serwold, owner of the schooner Tordenskjold. Stricken with ill health during the winter, he was unable to take boat north this season and she left in command of Capt. Martin Ekrum two days before Capt. Serwold's death. His son, Carl Serwold, is a member of the Tordenskjold's crew.

Capt. Serwold was a veteran halibut skipper and took a very active part in the affairs of the Fishing Vessel Owners Association, of which he was a trustee at the time of his death.—Pacific Fisherman.

## TWO BOSTON TRAWLERS GROUND ON BACK SHORE

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steadied, so that by shoving planking under them, they could be lifted off the rocks gradually, as each wave battering against them helped the cause. Meanwhile, the CG-158 which had a line on the Anna Madre, was pulling as she received the signal from shore, and in this manner by 10 o'clock this morning, the crew on shore shouted their joy as the craft slid into the water. The boat had taken quite a licking, however, and the sea with the rocks had punctured her in five places, which will call for considerable patching before she is ready to resume trawling. The coast-guard towed her around to the harbor, where she will be hauled ashore near the coastguard base in East Gloucester.

### Second Craft Floated

About 100 yards nearer the lighthouse, the crew of the Maria Guiseppe were working frantically with the coastguardsmen to save their boat. They were cradled onto jagged rocks that were separating the ribs of the craft. The surf boat had a heavy line on her, and less than a half hour after the Madre was floated and on her way to port, off came the Guiseppe, and was towed to the Fort section of the waterfront.

It was a mighty disagreeable task, getting these two boats off the rocks, and required a great deal of patience, together with the rising tide which aided the toilers. It was interesting to watch the coastguardsmen at work as they signalled to each other, with the semaphore system, using their hands for flags.

Lieut.-Commander Fletcher W. Brown, commandant of the base, had the chiefs of the base serve the members of the crew their dinner this noon. They were mighty glad to get the warm food, for they had spent a tough session all night in that bleak and practically deserted section of the coast.



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# SENATORS PLEDGE AID TO THE FISHERMEN

## BILL GOES TO THIRD READING

(Special to the Times).

State House, Boston, April 26.—The House of Representatives ordered to a third reading the bill to regulate the placing of swordfish in cold storage.

The bill comes up again in the House today for another reading and will then go to the Senate.

### MODERN METHODS

#### Grimsby Sends Large Floating Factory to Icelandic Grounds.

Grimsby's largest steam fishing vessel, the "Gatooma," has left for the Icelandic grounds on a protracted voyage for cod, which will be salt-cured on board, 300 tons of salt being carried for this purpose.

Built in Nantes for French owners, the "Gatooma" was originally the "Sagittaire," and when bought by Messrs. W. Grant and Sons she fished from Grimsby as a liner, but without much success. She has now been equipped as a trawler, and while her catch of cod will be cured on board, the cod livers will be treated in a special plant for oil extraction. This will work on a steam process, by means of which, it is stated, oil can be taken from the livers in half an hour.

#### Many Dead Herring.

Fishermen at Curling, N. F., report large quantities of dead herring floating along the shore at Middle Arm, Bay of Islands. The cause is unknown, but may be attributed to sawdust swept into the water at Goose Arm by recent high tides.

## Hon. David I. Walsh Was Host Yesterday---Thebaud Left for Home This Forenoon

Several senators have pledged their support to the cause of the fishermen of the North Atlantic, as a result of the conferences with the skippers from the New England, New Jersey and Virginia ports who are temporary members of the crew of the sch. Gertrude L. Thebaud.

According to word received here, the Thebaud expected to leave Washington for the homeward cruise at daybreak this morning, stopping at ports en route where some of the skipper-passengers live. The cruise has accomplished its purpose in that the true facts concerning the industry have been placed not only before Congress but also before President Roosevelt himself.

#### Walsh the Host.

Senator David I. Walsh of the Bay State was the host of the delegates yesterday at a luncheon in the Capitol, and he stated, "There are two things we can do. First, see if we can get some aid from the Reconstruction Finance Corporation. We hope to revise the law to provide that those engaged in the fishing in-

dusty will be able to borrow money the same ways as farmers and others.

"The second thing in importance is the tariff. We will be on the watch-towers and try to influence the President so that the fishing industry is not jeopardized by any change in the tariff. We don't want foreign trade by penalizing our own industries."

Senator Brown of New Hampshire, Senator Lonergan of Connecticut, Senator Coolidge of the Bay State, and Senator Byrd of Virginia, were others who promised to stand behind Senator Walsh in his plea to save the fisheries by holding the tariff on fish where it is today and if possible have it increased, that American

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## SENATORS PLEDGE AID TO FISHERMEN

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fishermen may not have to be ruined entirely through foreign competition.

#### Latest At Noon.

Washington, D. C., April 26.—Confident that their pilgrimage here will result in better opportunity for New England fishermen to earn a decent living, the crew of sea captains sailed the Thebaud down the Potomac this morning, bound home for Gloucester.

Never has Washington seen a mission like the one that came on the Thebaud, and never was a mission accepted and entertained as this one was. The captains hope that the Reconstruction Finance Corporation regulations will be modified to permit fishermen to borrow from the corporation, while at the same time the tariff is not lowered on fish and some reciprocal agreement on fishing is worked out with Canada. President Roosevelt is understood to be giving some attention to this last point. The tariff point was presented to the tariff commission. Presided over by a New Englander, Robert Lincoln O'Brien, of Boston, and New England Congressmen are going to try to fix up the Reconstruction Corporation end of the mission.

#### One of High Points.

One of the high points of the visit of the Thebaud crew came at a lunch given by Congressman A. Piatt Andrew in the speaker's dining room at the capitol. Speaker Rainey came in, spoke of the sad plight of New England fishermen, said this is an emergency and the administration is breaking precedents and probably doing many things that some regard as illegal. Then he added, half humorously and half seriously: "And to help you sea captains I am willing to do all the illegal things that are necessary." The speaker of the House also told the captains that he never recalled any mission that arrived in Washington and was met on arrival by the President of the United States.

Not only President Roosevelt, Prime Minister McDonald of England and Mrs. Roosevelt came to the dock to greet the Thebaud crew, but the president's cousin, Assistant Secretary of the navy Roosevelt and Mrs. Roosevelt made two special trips to the dock because the captains were absent on their first visit.

Commissioner of Fisheries Bell was also conferred with by the delegation from Gloucester and he promised to do all he can to help their plight.



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**Two Luncheons.**

At the capitol two luncheons were given the visitors, in addition to the lunch given by Congressman Andrew on the house side, the latter arranged for a lunch yesterday that Senator Walsh of Massachusetts gave in his committee room, the committee on education and labor; there they met many senators, all of whom promised their best cooperation to achieve the aims of the captains. In addition to Speaker Rainey, several New England Representatives spoke and promised help at the Andrew lunch.

The tea at the White House given by Mrs. Roosevelt pleased the captains as well as any entertainment they had here. Mrs. Roosevelt, to quote one of the captains, "had no frills." She showed them all over the White House, including the upstairs portions that visitors usually never see. She even woke up her daughter, Mrs. Dall, to take the captains into the room where she was taking a nap to let them see just how the President's house looked in its living quarters.

Probably no delegation in recent years made such an appeal to all of Washington as did the Thebaud mission. If pilgrimages here can accomplish anything this one should, it is predicted.

## GILL NETTERS CHIEF ARRIVALS

### FLEET HAD 37,500 POUNDS—FOG CHECKED ACTIVITY ON HAR- BOR FRONT.

The gill netters, 13 of them had 37,500 pounds of haddock and cod yesterday, while only 8800 pounds were landed here by the trawlers. The weather was none too good, and the fog that blanketed the sea this morning has checked the activity along the waterfront. 'Tis very quiet day for the fishermen.

#### Gloucester Arrivals and Receipts.

The arrivals and fares in detail:  
Florence and John, trawling, 3000 lbs. cod.  
Theresa, trawling, 1000 lbs. cod.  
Jupiter, trawling, 1000 lbs. cod.  
Kale Tysver, trawling, 1500 lbs. cod.  
Ethel B. Penny, via Boston.  
Dacia, via Boston.  
Famiglia via Boston.  
Jackson and Arthur, via Boston.  
Ardella, trawling, 1000 lbs. haddock.  
C6696, trawling, 800 lbs. haddock.  
Gwendolyn K., trawling, 500 lbs. haddock.

#### Yesterday's Gill Net Receipts.

The arrivals and fares in detail:  
Lucretia, 6000 lbs. haddock.  
Edna Fae, 5000 lbs. haddock.  
C. A. Meister, 4000 lbs. haddock.  
Eliza C. Riggs, 4000 lbs. cod.  
Enterprise, 3000 lbs. cod.  
Phyllis A., 3000 lbs. cod.  
Virginia and Joan, 2500 lbs. cod.  
Naomi Bruce II., 2500 lbs. cod.  
Mary A., 2000 lbs. cod.  
Elizabeth and James, 1500 lbs. haddock.  
Nashawena, 1500 lbs. cod.  
Liboria C., 1500 lbs. cod.  
Myrtle and Gladys, 1000 lbs. cod.

#### Sailed.

Catherine, halibuting.

### PORT OF GLOUCESTER.

#### Arrived.

Coal barge 706 in tow of tug Susan Moran, Perth Amboy, New Jersey, 1550 tons anthracite coal for Gloucester Coal and Lumber Company.

#### Nova Scotia Bait Report.

Canso.—No bait. Ice available. No vessels in port. Some drift ice in bay.  
Halifax.—Ten thousand pounds frozen herring available.

Liverpool.—Plenty ice available. Bait for local use only.

Lockeport.—Two hundred fifty thousand pounds frozen herring available.

Lunenburg.—No bait. Plenty ice available.

North Sydney.—Small number of herring taken in gill nets but ice conditions in harbor bad and it would be difficult for schooners to enter. Plenty ice available.

Port Hawkesbury.—No bait. Queensport.—Fifty barrels herring in nets today. Bay clear of ice. Schooner Delawana Second completed fresh baiting and sailing for Banks. No vessels in port.

Shelburne.—Eighty-five thousand pounds frozen herring and plenty ice available.

Yarmouth.—Plenty frozen bait and ice available.

Grindstone.—No ice in sight. A few herring taken in nets at West Point and Grosse Island.

## BOSTON MARKET LITTLE HIGHER

### RECEIPTS THIS MORNING TOTAL 600,000 POUNDS—HADDOCK \$1.50 TO \$3.50

A fleet of 17 vessels came to the Boston fish pier this morning with 570,000 pounds of groundfish, 130,000 pounds of mixed fish. A large lot of pounds of mackerel was received by rail. Some 665 barrels, the bulk of them, small fish came from the southward.

Despite the influx of mackerel, there was a slight improvement in the market on groundfish. Haddock sold this morning from \$1.60 to \$3.50; large cod, \$2.50 to \$3 and markets, \$1.50 to \$2.

#### Boston Arrivals and Receipts.

The arrivals and fares in detail:  
Str. Dartmouth, 85,000 haddock, 12,000 cod, 13,000 mixed fish.  
Str. Heckla, 30,000 haddock, 82,000 cod, 25,000 mixed fish.  
Str. Ocean, 86,000 haddock, 39,000 cod, 28,000 mixed fish.  
Str. Georgetown, 64,000 haddock, 30,000 cod, 17,000 mixed fish.  
Ingomar, 40,000 cod, 3000 pollock.  
Joffre, 25,000 haddock, 20,000 cod, 10,000 mixed fish.  
Andrew and Rosalie, 45,000 haddock, 12,000 cod.  
Clarence B. Mitchell, 5000 mixed fish.  
Frances, 5000 mixed fish.  
Leonardo, 4800 mixed fish.  
Santina, 3600 mixed fish.  
St. Peter, 1800 mixed fish.  
Lawrence Scola, 5200 mixed fish.  
Josie II., 4700 mixed fish.  
St. Michael Angelo, 1400 mixed fish.  
St. Provvidenza, 2000 mixed fish.  
San Antonio, 1400 mixed fish.  
Haddock, \$1.60 to \$3.50 per cwt.; large cod, \$2.50 to \$3; market cod, \$1.50 to \$2; hake, \$1.50; pollock, 75c to 80 cents; cusk, 75 cents; gray sole, 4½ cents per pound; black backs, 3 cents; yellow tails, 1½ cents; catfish, 1 cent.